

## LOOMIS DESCRIBES RAILROAD PROBLEMS, RATE DIFFICULTIES

Railroad rates cannot come down until the labor costs are reduced, according to a review of the situation prepared for the Brooklyn Chamber of Commerce Bulletin by E. E. Loomis, president of the Lehigh Valley railroad.



"Two important questions affecting our national transportation service are before the public at this time," says Mr. Loomis. "Various unions of railroad workers are taking or have taken strike votes and their spokesmen have filled the air with threats of complete tie-ups. This is the problem of labor. The other is that of freight rates. As I view the situation, it is impossible to comply completely with the demands of labor and many shippers and give the American people the character of transportation service they desire and to which they are entitled."

"There can be no doubt but that some rates should be readjusted and railroad men are co-operating fully in this direction and have made many reductions. A proper readjustment, however, is something entirely different from using the railroads to subsidize any special industry. And yet that is exactly what the railroads were called upon to do in a recent report of an interstate commerce commission examiner, who said that while actual costs did not justify a reduction upon the particular commodity, such a reduction was vital if the industry was to be saved."

**Opposes Subsidy Plan.**  
"The dangers of such a situation are readily apparent. If one industry, which is in danger of its life because of existing freight rates, is subsidized at the expense of the railroad companies and they are forced to handle this produce at a rate which does not yield them a new dollar for an old one, others are going to demand the same treatment. The result will be that the railroads will be in a more precarious condition than any of the industries so dependent upon them for efficient service in the manufacturing and marketing of their products."

"The railroads must be allowed not only to earn their necessary expenses, but a sufficient margin above that which will serve to attract new capital and make possible expenditures for new engines and cars, greater and more efficient terminals, the reduction of grades, the shortening of lines and all of those necessary things which go to make better transportation machines. E. N. Hurley, writing in Collier's Weekly recently, quoted an international banker as saying 'the American people do not want to own their utilities. But also they do not want the present owners of them to make a living.' The attitude of many now seeking a general rate reduction would seem to give the color of truth to this statement."

## LLOYD GEORGE TO SEE LABOR HEADS FRIDAY

(By Associated Press)  
LONDON, Sept. 22.—Premier Lloyd George will receive the laborite mayors of the London boroughs at Gairloch, Scotland, Friday. A joint committee representing all sections of the trades union congress and labor party is urging the premier to receive deputation on the subject of unemployment and immediately convene parliament for the purpose of discussing this subject. The convening of parliament is also urged by John Robert Clynes, former food controller in a letter to the speaker of the House of Commons with the same object in view.

## Wood's Request to Retire Presented to President

WASHINGTON, Sept. 22.—The application of Maj. Gen. Leonard Wood for retirement from active service, effective Oct. 5, supplemented by recommendations for the general's appointment as governor-general of the Philippines on that date were laid before President Harding yesterday by Secretary Weeks.

Lacking congressional authority for army officers to hold civil posts, the department plans to make Gen. Wood's appointment in the usual way, which requires his retirement from active service. It was pointed out that Gen. Wood was eligible in any event, having served 30 years in the army.

## CITY BATHING BEACH.

(By Associated Press)  
SANDUSKY, O., Sept. 22.—First steps toward establishing a municipal bathing beach have been taken by the Sandusky city commission. In the employment of engineers to make a survey of suitable places.

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## WAR COST ECLIPSES OTHER EXPENSES OF U. S. GOVERNMENT, APPROPRIATIONS SHOW

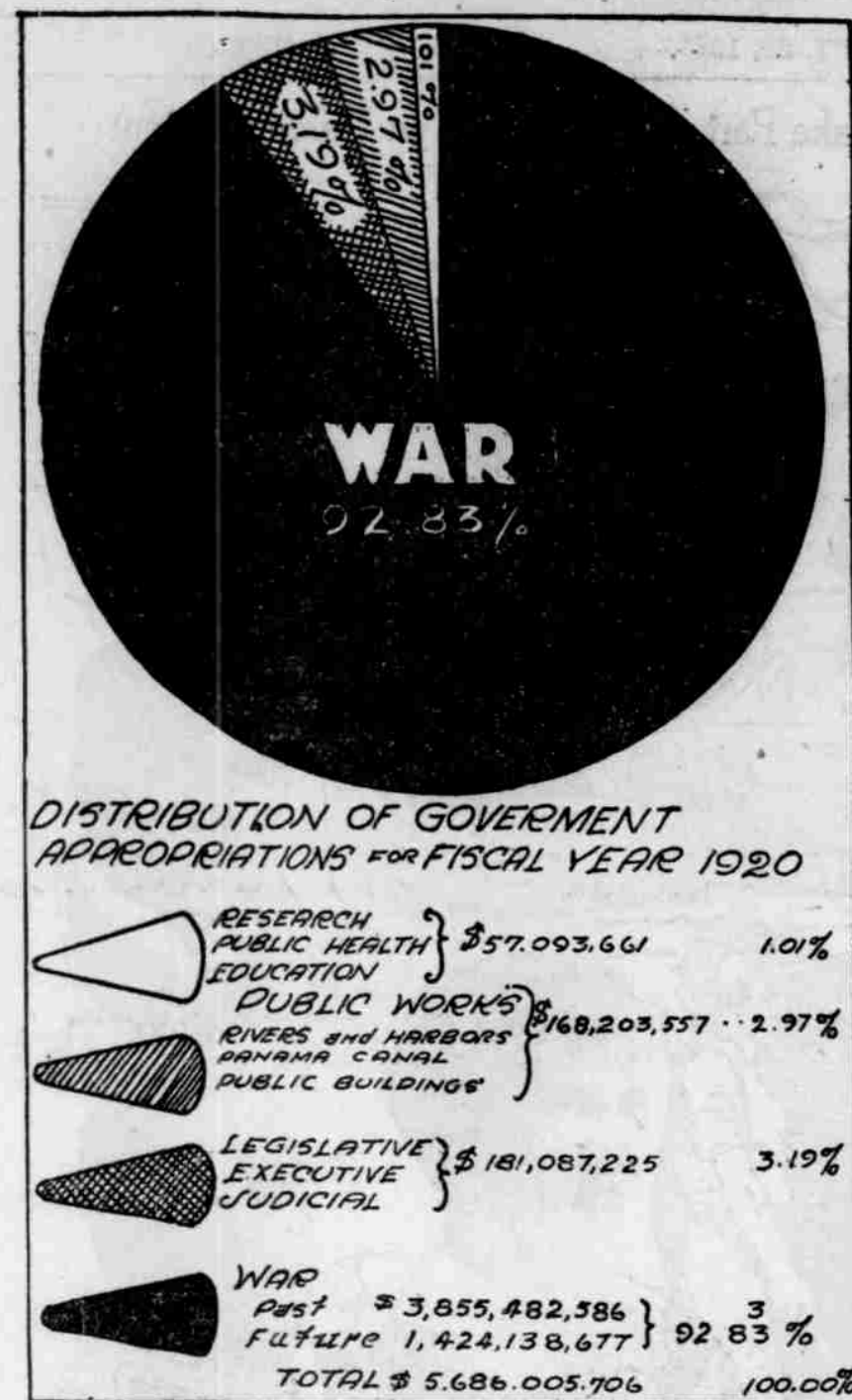


Chart shows distribution of government appropriations for fiscal year 1920.

This chart from the Congressional Record shows that while slightly over 7 per cent of the 1920 government appropriations went for other purposes nearly 93 per cent was used to defray the cost of past wars or preparation for future wars. The chart indicates clearly how the bills for war eclipse all other government expenses.

## The Final Problem

By SIR ARTHUR CONAN DOYLE

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So far all had gone admirably. My luggage was waiting for me, and I had no difficulty in finding the carriage which Holmes had indicated, the less so as it was the only one in the train marked "Engaged." My only source of anxiety now was the non-appearance of Holmes. The station clock marked only seven minutes from the time when we were due to start. In vain I searched among the groups of travelers and leave-takers for the little figure of my friend. There was no sign of him. I spent a few minutes in assisting a venerable Italian priest, who was endeavoring to make a porter understand, in his broken English, that his luggage was to be booked through to Paris. Then, having taken another look round, I returned to the carriage, where I found that the porter, in spite of the ticket, had given me my decrepit Italian friend as a traveling companion. It was useless for me to explain to him that his presence was an intrusion, for my Italian was even more limited than his English, so I shrugged my shoulders resignedly, and continued to look out anxiously for my friend. A chill of fear had come over me, as I thought that his absence might mean that some blow had fallen during the night. Already the doors had been shut and the whistle blown, when—

"My dear Watson," said a voice, "you have not even condescended to say good-morning."

I turned in uncontrollable astonishment. The aged ecclesiastic had turned his face toward me. For an instant the wrinkles were smoothed away, the nose drew away from the chin, the lower lip ceased to protrude and the mouth to numb, the dull eyes regained their fire, the drooping figure expanded. The next the whole frame collapsed again, and Holmes had gone as quickly as he had come.

"Good heavens!" I cried, "how you startled me!"

"Every precaution is still necessary," he whispered. "I have reason to think that they are hot upon our trail. Ah, there is Moriarty himself."

The train had already begun to move as Holmes spoke. Glancing back, I saw a tall man pushing his way furiously through the crowd, and waving his hand as if he desired to have the train stopped. It was too

late, however, for we were rapidly gathering momentum, and an instant later had shot clear of the station.

With all our precautions, you see that we have cut it rather fine, said Holmes, laughing. He rose, and throwing off the black cassock and hat which had formed his disguise, he packed them away in a handbag.

"Have you seen the morning paper, Watson?"

"No."

"You haven't seen about Baker street, then?"

"Baker street?"

"They set fire to our rooms last night. No great harm was done."

"Good heavens, Holmes! this is intolerable."

"They must have lost my track completely after my bludgeon-man was arrested. Otherwise they could not have imagined that I had returned to my rooms. They have evidently taken the precaution of watching you, however, and that is what has brought Moriarty to Victoria. You could not have made any slip in coming?"

"I did exactly what you advised."

"Did you find your brougham?"

"Yes, it was waiting."

"Did you recognize your coachman?"

"No."

"It was my brother Mycroft. It is an advantage to get about in such a case without taking a mercenary into your confidence. But we must plan what we are about to do about Moriarty now."

"As this is an express, and as the boat runs in connection with it, I should think we had shaken him off very effectively."

"My dear Watson, you evidently did not realize my meaning when I said that this man may be taken as being quite on the same intellectual plane as myself. You do not imagine that if I were the pursuer I should allow myself to be baffled by so slight an obstacle. Why, then, should you think so meanly of him?"

"What will he do?"

"What I should do."

"What would you do, then?"

"Engage a special."

"But it must be late."

"By no means. This train stops at Canterbury; and there is always at

least a quarter of an hour's delay at the boat. He will catch us there."

"One would think that we were the criminals. Let us have him arrested on his arrival."

"It would be to ruin the work of three months. We should get the big fish, but the smaller ones would dart right and left out of the net. On Monday we should have them all. No, an arrest is inadmissible."

"What then?"

"We shall get out at Canterbury."

"And then?"

"Well, then we must make a cross-country journey to Newhaven, and so over to Dieppe. Moriarty will again do what I should do. He will get on to Paris, mark down our luggage, and wait for two days at the depot. In the meantime we shall treat ourselves to a couple of carpet-bags, encourage the manufacturers of the countries through which we travel, and make our way at our leisure into Switzerland, via Luxembourg and Basle."

At Canterbury, therefore we alighted, only to find that we should have to wait an hour before we could get a train to Newhaven.

I was still looking rather ruefully after the rapidly disappearing luggage van which contained my wardrobe, when Holmes pulled my sleeve and pointed up the line.

"Already, you see," said he.

Far away, from among the Kentish woods there rose a thin spray of smoke. A minute later a carriage and engine could be seen flying along the open curve which leads to the station. We had hardly time to take our place behind a pile of baggage when it passed with a rattle and a roar, beating a blast of hot air into our faces.

"There he goes," said Holmes, as we watched the carriage wing and rock over the point. "There are limits, you see, to our friend's intelligence. It would have been a coup-de-maitre had he deduced what I would deduce and acted accordingly."

"And what would he have done had he overtaken us?"

"There cannot be the least doubt that he would have made a murderous attack upon me. It is, however, a game at which two may play. The question now is whether we should take a premature lunch here, or run our chance of starving before we reach the buffet at Newhaven."

We made our way to Brussels that night and spent two days there, moving on upon the third day as far as Strasburg. On the Monday morning Holmes had telegraphed to the London police, and in the evening we found a reply waiting for us at our hotel. Holmes tore it open, and then with a bitter curse, hurled it into the grate.

"I might have known it," he groaned. "He has escaped!"

"Moriarty?"

"They have secured the whole gang with the exception of him. He has given them the slip. Of course, when I had left the country, there was no one to cope with him. But I do think that I had put the game in their hands. I think that you had better return to England, Watson."

"Why?"

"Because you will find me a dangerous companion now. The man's occupation is gone. He is lost if he returns to London. If I read his character right he will devote his whole energies to revenge himself upon me. He said as much in our short interview, and I fancy that he meant it. I should certainly recommend you to return to your practice."

It was hardly an appeal to be successful with one who was an old campaigner as well as an old friend. We sat in the Strasburg salie-manger

LIBERTY, Ind., Sept. 22.—Mrs. Charlotte Grove, 80 years old, a resident of Liberty almost all her life, died at the home of her daughter, Mrs. May Rose, of Connersville, on Wednesday. Another daughter, Mrs. Etta Nicolls, lives in Indianapolis. Other survivors are two sisters, Mrs. Sarah Harvey, of College Corner, and Mrs. Elizabeth Ring, of near Liberty. Funeral services at 2 o'clock Friday afternoon at the Dunlapville Presbyterian church.

**APPOINTED CONSUL.**  
(By Associated Press)  
TOLEDO, O., Sept. 22.—Professor Felipe Molina of Toledo university, has

been appointed consul for Costa Rica in Toledo and northwestern Ohio by Julio Acosta, president of the Central American republic.

**Called by Death**  
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**Too Fat**  
Over 45 pounds loss of burlesome fat is reported by Andrew R. Chaney, who used Korein Tablets and directions. The average was a pound daily. Another message comes from Mrs. E. L. Castle, who lost over 47 pounds. Her average was three pounds a week. Many such pleasing reports. The shadow parts of pictures give idea how fat people look before reducing. Get some Korein Tablets from drugist today—start reducing your weight tomorrow. Write for Free Brochure to Korein Co., 10-28 Station X, New York, N. Y. Korein Tablets are dispensed in this city by all good druggists, including A. G. Loken & Co.

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## U. S. CONSIDERS BUYING HARBOR IN PERU



Arrow No. 1 indicates harbor of Callao. Arrow No. 2 points to Tacna and Arica, involved in dispute between Peru and Chile.

According to recent reports from Washington the United States is conducting negotiations with the Legua government of Peru for the purchase of Callao, an excellent harbor on the northern coast of that country. Great Britain is bidding against the U. S., the reports state. Chile and Peru are reported willing to give naval bases to whatever nation offer the best diplomatic or armed aid in settling the Tacna-Arica dispute. The dispute has been going on for some time.

arguing the question for half an hour, but the same night we had resumed our journey an dwere well on our way to Geneva.

**Tomorrow—The Final Problem, concluded.**

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## Timely

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## Poultry Suggestions For Late September

Market the surplus cockerels this month, either as broilers, fryers, or roasters, as soon as they are large enough.

Cull and market all hens molting to any great extent this month. After molting begins egg production stops, and hen is carried at a loss. Early molters are not worth carrying for another year. The Department of Agriculture advises against keeping them.

Put nests in the houses occupied by the pullets. A few may begin to lay, and eggs laid on the floor are likely to get broken and lead to the habit of egg eating.

Figure on seeding down any poultry yards or runs not in permanent sod. Rye, winter oats, and winter wheat are good crops for poultry yards.

## ABOUT THE PORKERS

During the month of September the bulk of our fall pigs will be farrowed. Many hog raisers go on the theory that a brood sow can find her own living, or, at most, needs only a few ears of corn. Henry and Morrison in their "Feeds and Feeding" show the result of a simple experiment:

One lot of gilts during their pregnancy period received an average daily ration of 3.6 pounds of corn. These gilts produced pigs averaging 1.74 pounds at birth. 68% of them were good strong and vigorous. Another similar lot of gilts received a ration of 2.8 pounds of corn and .43 pounds of tankage. Their pigs averaged 2.23 pounds at birth and 93% of them were strong. The corn fed gilts put on a daily gain of only 35 pounds while that of the other lot was 62 pounds. Just compare these figures and decide for yourselves what a little care and extra work will mean to you.

## TANKAGE

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## WHELAN'S WHOLE CORN MEAL

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Pure old-fashioned meal made from the best of corn—all the corn—nothing taken out.  
It's the kind you thought wasn't made any more. One baking will prove its goodness and all the family will call for more of your muffins and corn bread.  
Try it!  
Sweet — Tasty — Nutritious  
When you think of "Quality" think of Whelan's Corn Meal—like the Siamese twins—you can't have one without the other.  
All Leading Grocers Sell Whelan's Products

## Indianapolis Man Heads Railway Association

(By Associated Press)  
CHICAGO, Sept. 22.—Election of L. M. Denney of Indianapolis as president of the Roadmasters and Maintenance of Way association of America was predicted at the association's 39th annual convention here today. Mr. Denney is supervisor of the Cleveland, Cincinnati, Chicago & St. Louis railroad.

There will be no opposition to him it is said.

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